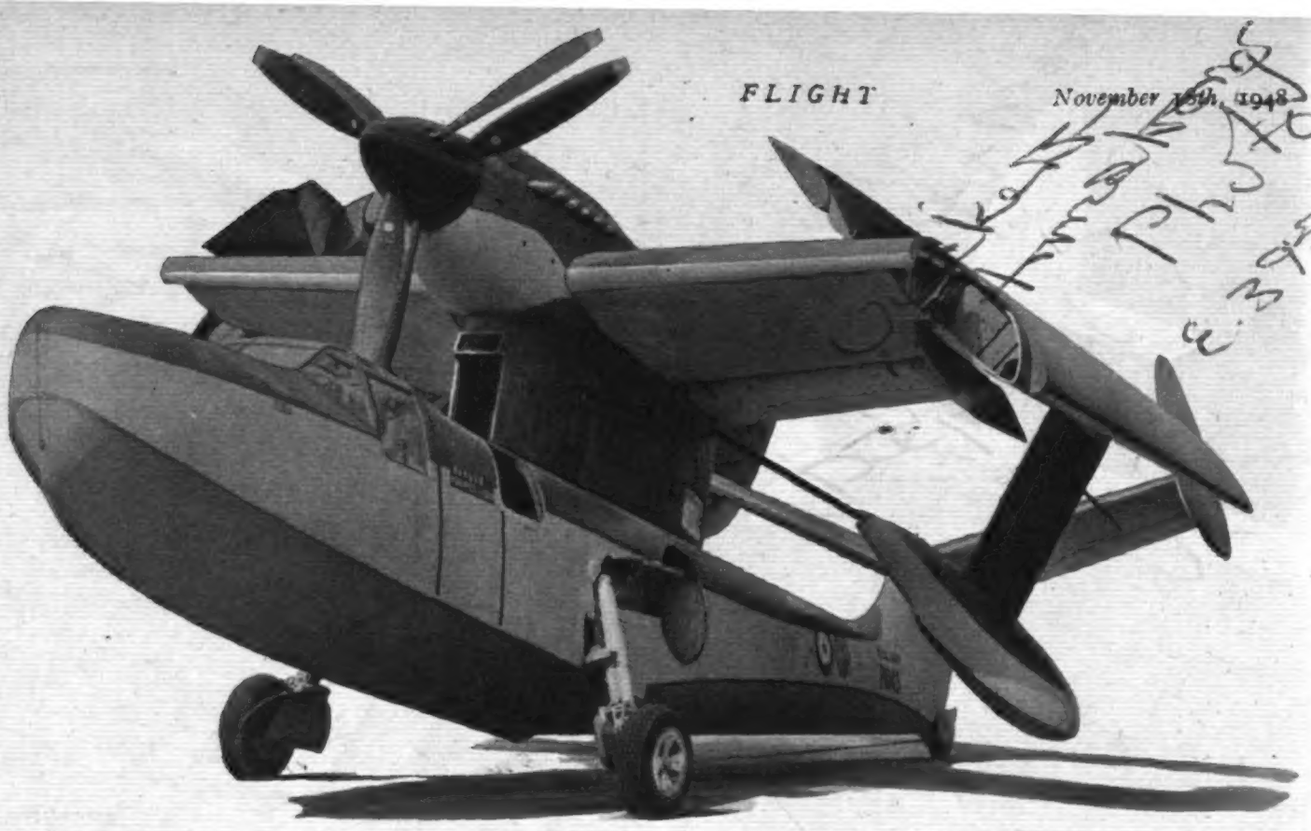

High-Performance Amphibian

A VARIABLE-INCIDENCE wing and a generally high standard of aerodynamic design confer upon the Vickers-Supermarine Seagull amphibian, the first prototype of which is now on test, the exceptionally wide speed range of 54-260 m.p.h. This performance is attainable with a Rolls-Royce Griffon R.G. 30 S.M. engine, to be installed in production aircraft; for the present the power unit is a Griffon 29 of lower output.

Although only a few hours' test flying had been completed, the Seagull, in the hands of Mr. Lithgow, gave a memorable demonstration at the S.B.A.C. Display this year. Particularly impressive was the slow fly-past with the mainplane, leading-edge slats, slotted flaps and slotted ailerons at their optimum setting.

The Seagull was designed to Specification S.14/44, as a successor to the Walrus and Sea Otter biplanes, to which, in spite of its very advanced aerodynamic design, it bears a certain family resemblance. The duties originally foreseen were reconnaissance and spotting, but the first prototype is equipped for air/sea rescue duties. Provision is made for dual control and the Seagull might be usefully employed as an advanced trainer.

The variable-incidence wing is designed to fold and is essentially similar to that of the "Dumbo" torpedo